

# Great Britain versus Sweden

WIMBLEDON STADIUM

Thursday, 15th June

Official Programme 2/-



# Wimbledon Speedway

Plough Lane, London, S.W. 17.

Thursday, June 15, 1967



## Tonight's Visiting Officials

*BRITISH Speedway extends a very warm welcome to two doyens of Swedish Speedway Administration – Carl Gustaf 'Charles' Ringblom and Olof Ringström. Charles Ringblom (pictured left), a veteran traveller to Great Britain with past Vargarna touring sides has an expert knowledge of British tracks and will be using this knowledge throughout the tour as Sweden's Team Manager.*

*Olof Ringström, long associated with Stockholm side Taxarna also has more than a passing interest in Glasgow, where son Nils is a top favourite. Liaison Officer for this tour, Mr. Ringström is attached to the Secretariat of SVEMOFED.*

*We trust that both gentlemen will have a pleasant and happy stay in the United Kingdom and will enjoy their visit to the various British League tracks, taking back to Sweden many happy memories of their short, but most welcome stay with us.*

## ACTION FROM SWEDEN



*Pictured in this Swedish League action photograph are European Finalist Bernt Persson (VARGARNA) and double-Internationale Champion Göte Nordin (GETINGARNA.)*

*PHOTO: LARS EDGREN*



# Welcome Back!

SIX years have elapsed since Sweden were last on the International Scene in the United Kingdom. A lot has happened in the World of Speedway in those six years . . .

When Sweden last visited these shores in International combat they were the World Masters.

They lost their Crown to Poland around the time the British League came on the scene. Now, they are out to regain their lost titles . . .

And where better to test out their men than in the tough, no-quarter-asked, no-quarter-given, British League? - the strongest and most flourishing speedway league competition anywhere in the World.

There are no 'unknowns' in this Swedish line-up. Only skipper Fundin was without a British League team berth when the series started. The rest of his squad, from the 'stars' down to the 'new wave' of up-and-coming youngsters, have all been tried and tested in British League circles.

Sweden will be using that knowledge on this tour to its very best advantage.

Great Britain too has a 'new wave' of riders on the scene. Home-grown products of the British League. Together with the established home stars some 30-odd riders have been battling for a place in tonight's line-up, part of the International Speedway Series of the Century.

In domestic battle some of the riders here this evening are team mates.

But tonight National Pride is at stake, and past friendships will be forgotten whilst the 18 heats are being contested.

We are proud indeed to be a part of Speedway History and Welcome Back Sweden to these shores for International competition confident that when the tour comes to a close we shall have seen six of the most exciting and thrilling speedway meetings ever witnessed.

## GO BRITISH LEAGUE RACING . . . .

**BELLE VUE.** Zoological Gardens, Hyde Road, Manchester, 12. Saturday, 7 p.m.

**COVENTRY.** Brandon Stadium, Rugby Road, Brandon, near Coventry. Saturday, 7.30 p.m.

**CRADLEY HEATH.** Dudley Wood Road, Cradley Heath, Saturday, 7.30 p.m.

**EDINBURGH.** Old Meadowbank Stadium, Clockmill Road, Edinburgh. Saturday, 7.15 p.m.

**EXETER.** County Ground Stadium, Church Road, St. Thomas, Exeter. Monday, 7.30 p.m.

**GLASGOW.** White City Stadium, Paisley Road West, Glasgow. Friday, 7.30 p.m.

**HACKNEY.** Waterden Road, London, E.15. Friday, 8 p.m.

**HALIFAX.** The Shay, Halifax. Saturday, 7.30 p.m.

**KING'S LYNN.** Saddlebow Road, King's Lynn, Saturday, 7.45 p.m.

**LONG EATON.** Station Road, Long Eaton. Tuesday, 7.30 p.m.

**NEWCASTLE.** Brough Park, Fossway, Byker, Newcastle upon Tyne, 6. Monday, 7.30 p.m.

**NEWPORT.** Somerton Park Stadium, Somerton Park, Newport, Mons. Friday, 7.30 p.m.

**OXFORD.** Cowley, Oxford. Thursday, 7.45 p.m.

**POOLE.** The Stadium, Wimborne Road, Poole. Wednesday, 7.45 p.m.

**SHEFFIELD.** Owlerton Sports Stadium, Penistone Road, Sheffield, 6. Thursday, 7.45 p.m.

**SWINDON.** Abbey Stadium, Blunsdon, Swindon. Saturday, 7.30 p.m.

**WEST HAM.** West Ham Stadium, Prince Regent Lane, London, E.16. Tuesday, 7.45 p.m.

**WIMBLEDON.** Plough Lane, London, S.W.17, Saturday, 7.45 p.m.

**WOLVERHAMPTON.** Monmore Green Stadium, Wolverhampton. Friday, 7.30 p.m.



ANDERS MICHANEK



GÖTE NORDIN



LIEF SÖDERBERG



OVE FUNDIN



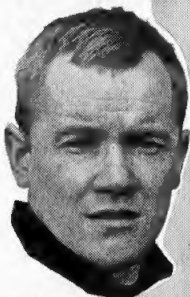
BO JOSEFSSON



TORBJÖRN HARRYSON



BENGT JANSSON



GUNNAR MALMQVIST



NILS RINSTRÖM



OLLE NYGREN

Stockholm



BERNT PERSSON



HANS HOLMKVIST



BENGT LARSSON

# YOUTH AND EXPERIENCE BACK 'MAESTRO' FUNDIN

by JAMES OLDFIELD (Speedway Star and News)

Four times World Champion, five times European Champion, six times Swedish champion, twice Nordic champion and on four occasions a member of a World Team Cup winning side . . . no prizes for guessing that the rider with this incredible record of success is Swedish skipper Ove Fundin.

Certainly one of the greatest riders speedway has ever known Fundin (Kaparna) is still a superb performer despite the fact that he was the only member of the Swedish side not currently engaged with a British League team when the series started. His brilliance made him one of speedway's most controversial characters in a long stay with Norwich while his most recent appearance in this country was a brief and stormy session with Long Eaton last year. It was during this period that he was put under suspension by SVEMOFED - a suspension that cost him a chance of going for a place in his 13th successive World Championship Final.

The immaculate style of Göte Nordin (Getingarna) is well known throughout Britain and his ability has been proved by successive Internationale victories in 1966 and again this year. Third place in the 1961 World Championship (the first of four Final appearances) and the Swedish Championship title in 1965 are among his other outstanding performances. He now rides for Poole in the British League.

Captain of Wimbledon, Olle Nygren (Vargarna) returns to the Swedish International side after consistently brilliant performances in the British League and in the Nordic qualifying rounds of the World Championship. Six times he has qualified for the World Final and finished third in 1954.

Leading the new wave of Swedish riders is Bengt Jansson (Getingarna) who rode for West Ham in the National League and Edinburgh and this year Hackney in the British League. Bengt was fourth in his only World Final appearance in 1965.

Torbjörn Harrysson's astronomic rise to stardom during the 1966 season was a World talking point. It culminated in Harrysson (Vargarna) finishing fifth in his maiden World Final appearance in his first full season of big time speedway. Though eliminated from this year's Championships, Torbjörn, riding in Britain with Newport, showed his class by finishing joint second in the Internationale.

Exeter's disappointment when Gunnar Malmqvist (Njudungarna) couldn't stay in Britain after two appearances over Easter were more than compensated when 1967 European Finalist Gunnar cabled to say that he could come back for the rest of the season. Definitely a young man for the future with a creditable second place in last year's Dutch Golden Helmet as one of his most impressive performances.

Maybe Hasse Holmkvist does ride for Second Division Taxarna back in Sweden but there's been nothing Second Division about the way he has been piling up the points for Wolverhampton in the British League this year. Another of this year's Nordic Finalists Hasse began to earn his International spurs at home and abroad last season. Unfortunately he broke a collar-bone racing in the Nordic Final and could be sidelined for this series.

Bernt Persson (Vargarna) is one of Sweden's outstanding young prospects. He is showing the same sort of pacy form with Edinburgh as he has shown in reaching the European Final of the World Championship.

Leif Söderberg (Gamarna) is the young Swedish Second Division rider who is showing promise with Wimbledon this season and another of the Second Division riders who is showing improved form with every meeting is Glasgow's 1967 signing Nils Ringström (Taxarna).

One of the top scorers in the Swedish First Division last year was Bengt Larsson (Ornarna). Already this year he looks like repeating the dose and was among the top qualifiers for the Nordic Final. Has also been quite a hit with Sheffield since joining the Tigers earlier this term.

Most improved rider of the year in Sweden is Getingarna rider Anders Michanek. Long Eaton are happy, too, for they gambled on the hitherto little heard of Michanek at the beginning of the season. Another European Finalist, his ability to ride all types of track equally well mark him down as a man to watch for the future.

Glasgow look as if they have picked a winner when they snapped up Bo Josefsson (Njudungarna) at the end of last month. The Swedes reckoned Josefsson's elimination from the Nordic Qualifying Rounds of the World Championship at the Semi-final stage as one of the shocks of the round.



*SIDELINED for this tour, if not for the rest of the season, is Belle Vue's 'mighty midget' Sören Sjösten (pictured right). Sjösten broke a leg at Newport on May 28 but as we went to Press we heard the good news that he was at last managing to hobble about with the aid of crutches. No doubt he'll be around this evening to give his Swedish colleagues some vocal encouragement.*

*Wolverhampton's Hasse Holmkvist is another Swede likely to be out of this year's series. Hans broke a collar-bone in the Nordic Final, but even so could still be fit in time to take a place in his National line-up for the latter matches in the tour.*

## It's TEAM Effort Which Counts

NO team wins matches solely on a rider's efforts out on the track. Speedway is a TEAM sport and whilst one man might score more points than a team-mate it's the collective scores of every rider which wins matches.

And the man who plays a big part in welding together this Team Spirit is the Team Manager.

Naturally, some people are better equipped for this task than others, just as some riders are more capable of scoring points than others. In league racing the ability to slip in a Tactical Substitute at just the right time can bring a team into the running, and even on odd occasions assist them towards taking the match points at the end of the night.

Tactical Substitutes are not applicable to International matches, and instead the Team Managers have to perm their Reserves, the number 7 and 8 riders in the programme.

It's certainly a difficult task, for the successful Team Manager must not only keep a watchful eye on the race in progress; he must also look after the thousand-and-one items that these riders not competing

in the race in progress want. Assistance with a gear- or tyre-change; more fuel; oil; some water; a cup of tea; a new strap to keep his steel boot on, etc., etc., etc.

And if his team is behind on points he must also look ahead a couple of races, sort out a weak race, and advise one of the Reserves to "Stand By."

Praise then to the Team Managers acting on this Tour. To Charles Foot, who guides England at Exeter; and to Charles Ochiltree, Ronnie Greene, Wally Mawdsley, Ian Hoskins and Mike Parker, who will all be out to beat Sweden's Charles Ringblom at his own game during the Great Britain v. Sweden matches at Wimbledon, Coventry, Newport, Glasgow and Belle Vue respectively.

THE Publisher acknowledges and expresses appreciation for Pictorial Contributions from Messrs. ALF WEEDON and WRIGHT-WOOD; to Mr. ALAN COOKE for art-work; and to Messrs. JAMES OLDFIELD, PAUL PARISH and BRYAN SEERY for their Editorial Contributions.

## The British Speedway Handbook

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# WIMBLEDON SPEEDWAY

Meetings conducted by Wimbledon Speedway, Ltd.

Plough Lane, London, S.W. 17.

Tel. WIMbledon 5361

## SEASON 1967

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This meeting is held under the Speedway Regulations of the Speedway Control Board

Track Licence No. 67/16 Permit No. S.P. 95

Official Track Measurement 355 yds.

The Management reserve the right to alter this programme. Should it be necessary through any cause to abandon the meeting prior to the sixth race in the programme, tickets for a subsequent meeting will be issued at the exits. In no circumstances will any money be refunded.

**Betting is absolutely prohibited at all Speedway Meetings held at Wimbledon Stadium.**

Fastest Ray-timed Race is 66.4 Seconds by Trevor Hedge

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**FIRST INTERNATIONAL SPEEDWAY MATCH — 1967**  
(SECOND U.K. INTERNATIONAL SERIES)

# Great Britain v. Sweden

Team Manager: CHARLES OCHILTREE

Team Manager: CHARLES RINGBLOM

## 4 LAPS CLUTCH START

MATCH DECIDED ON RACE POINTS

1st, 3 points; 2nd, 2 points; 3rd, 1 point

RIDERS ARE IDENTIFIED BY NUMBERS AND RIDING COLOURS

Heat	Riders	Substitute Remarks	Hel't Col.	Pts. Scored by Riders	Team G.B.	Points Sw.	Progressive Totals G.B. Sw.	
1 Time 73.5	Ray Wilson Reg Luckhurst Ove Fundin Bengt Jansson		R B W Y/B	1 3 2	4	2	4	2 73.5
2 Time 72.4	Ivan Mauger Eric Boocock Göte Nordin T. Harrysson		R B W Y/B	2 3	3	3	7	5 72.4
3 Time 73.3	Nigel Boocock Trevor Hedge Olle Nygren Bernt Persson		R B W Y/B	2 3	3	3	10	8 73.3
4 Time 70.9	Ivan Mauger Eric Boocock Ove Fundin Bengt Jansson		R B W Y/B	1 3 2	1	5	11	13 70.9
5 Time 71.6	Nigel Boocock Trevor Hedge Göte Nordin T. Harrysson		R B W Y/B	1 3 2	1	5	12	18
6 Time 70.6	Ray Wilson Reg Luckhurst Olle Nygren Bernt Persson		R B W Y/B	3 2 2	4	2	16	20
7 Time 71.1	Nigel Boocock <del>Trevor Hedge</del> Ove Fundin Bengt Jansson	N. HUNTER	R B W Y/B	1 3 2	1	5	17	25
8 Time 71.7	Ray Wilson Reg Luckhurst Göte Nordin T. Harrysson		R B W Y/B	1 3 3	3	3	20	28
9 Time 72.6	Ivan Mauger <del>Eric Boocock</del> Olle Nygren <del>Bernt Persson</del>	T. BETTS L. SÖDERBERG	R B W Y/B	2 3 3	3	3	23	31

— INTERVAL —





# Ronnie Greene's Diary

Test matches have always drawn together the great riders of the day and this, the first official match of the 1967 series is no exception. It is my privilege to have the pleasure of presenting this International event between Great Britain and Sweden. Wimbledon have a particular interest in this match as we have riders participating on both sides who have been selected by their respective Selection Committees.

On paper tonight the Swedish team looks the stronger side but so often my calculations have been upset. I shall not venture an opinion as to who will win, let's hope that the match will be a very close one. Here is a marvellous opportunity for the British lads to demonstrate the fact that they are not to be pushed around nor denied their place at the head of the Speedway World.

The two Team Managers in charge of their respective teams are far more important personalities than the average speedway follower may imagine and I pay a special tribute to their ability.

I am sure that all Speedway enthusiasts will join me in congratulating Göte Nordin on winning this year's Internationale and extending a hearty welcome to the Swedish skipper, Ove Fundin, undoubtedly one of the masters of this great sport of speedway. We wish all competitors the very best of luck.

May tonight's meeting produce the very best from every rider whatever the result may be. Remember you are watching the greatest riders in the World of Speedway and cheer the teams along no matter which side wins.

As a Britisher I obviously hope to see Great Britain win this series; personally I think they can. After all, we have that Bulldog spirit still in our veins. What do you say?

HERE NEXT THURSDAY AT 8 P.M.

## **DONS v NEWCASTLE**

BRITISH LEAGUE MATCH

THE RETURN TO PLOUGH LANE OF  
FORMER WIMBLEDON RIDER

**IVAN MAUGER**

NOW **EUROPEAN CHAMPION**

"There are almost three dozen riders who could be considered for a British place," says **PAUL PARISH** . . .

## You think YOU have problems!

**I**t might have been easier for the Selectors to stick a pin in a list of names or draw lots. But they didn't. Instead they sat down and sifted and sorted through the long list of candidates for places in the International Teams to meet Sweden.

Such is the happy state of British speedway at the moment — though the tired-eyed Selectors were not so happy on completion of their mammoth task — that there are almost three dozen riders in the British League who could be considered for an International place.

Under such conditions, and with so many of them on a level footing the Selectors went for a horses-for-courses policy after they had taken into consideration the handful of riders who could be relied upon for equal success at any track.

Despite fractures to wrist and knee **Barry Briggs**, like his Swedish captain counterpart, **Ove Fundin**, a four-times World Champion, is one of the few who cannot be overlooked no matter where the venue. He is the only rider in contemporary speedway who can match the list of honours associated with Fundin and printed elsewhere in this programme and has captained all British sides against Poland and Russia in recent years.

Super-gating **Ivan Mauger**, reigning European Champion, fourth in last year's World Final and joint second in the 1967 Internationale is another who must be considered everywhere.

Much the same can be said of the Britain's **Boocock** brothers, **Eric** and **Nigel**. Nigel has been the uncrowned king of English speedway for many years and will skipper his country in England's solitary engagement with the Swedes at Exeter. And if there is one man likely to topple Nigel from that top-of-the-English-scene position it's brother **Eric** who was joint second with Mauger and **Torbjörn Harrysson** in the recent Internationale.

But can there be any certainty for a full set of caps against the Swedes for any rider apart from these? Judge for yourself in this quick rundown of the men who have ridden themselves into the International short-list.

When considering the team for the match at Belle Vue one automatically thinks of men like Aces skipper **Cyril Maidment** and 1967 signing **Tommy Roper**. Cyril is no newcomer to International circles and this twice World

Finalist is a tough man to beat on his home track. Roper joined the Aces from 1966 British League Champions Halifax and is now a respected heat-leader with the Manchester team.

And much the same pattern will follow at the other venues when home riders must come into consideration. At Coventry, in addition to **Nigel Boocock**, men like **Rick France** and **Ron Mountford** take some stopping around the Brandon strip. France is seeking that big break into the International sphere and Mountford, an International of many year's standing, is still worthy of a place.

Down at Wimbledon they have Englishmen in **Trevor Hedge** and **Reg Luckhurst** who would grace any British team. Hard riding

*continued overleaf*

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***PAUL PARISH** is the Editor of the weekly **Speedway Star** and **News** and the monthly **Speedway Post**.*



concluded from previous page

## Problems

Luckhurst is back to the form that made him a 1965 World Finalist and Hedge, still a little sluggish from the gate, is rightly considered as one of Britain's most valuable younger products.

Title tilting Newport take some catching at home so men like **Jon Erskine** and **Jimmy Gooch** had to be considered. Gooch, the veteran of many Internationals, a World Final, and well over a dozen years of top flight racing, is at the peak of his form while the younger Erskine is establishing himself among the ever increasing list of British youngsters with outstanding potential.

On their visit to Scotland the Swedes will be surprised – and grateful – if they are not confronted with top of the averages **Charlie Monk** who could make more than just one test appearance, and **Edinburgh Monarch George Hunter**, an International of 1965 and European Finalist of 1966.

Those are the men with definite interest at the tracks where the test matches are to be staged. But don't think that the Selectors job ended at that for there were still several riders worthy of test selection and if any of them have been omitted from the final lists it is only another indication of how difficult it must have become to earn an international place.

From Halifax there is **David Younghusband** whose elegant style has taken him above team mate **Eric Boocock** in the averages and to half-a-dozen maximums this season already.

Then we come to two of Britain's and England's brightest prospects – **Terry Betts** and **Ray Wilson**. Both have already earned International distinction and their names are likely to appear on several Test Team sheets this season. These were the young men who top-scored for England in their resounding

victory over Scotland at Edinburgh earlier this term.

Another high scorer against the Scots was Oxford's 1967 signing **Roy Trigg** who is up near the top of the averages and who, by now, should have scored 200 British League points this season.

Giving tremendous support to **Barry Briggs** in Swindon's challenge for the British League title this year are youngsters **Martin Ashby** and **Bob Kilby**. Both merit International selection and must be fancied for rides, at least, for England against Sweden at Exeter.

**Norman Hunter**, West Ham's stylish heat-leader, scored a maximum for England against Russia last year to prove that he has the temperament for International speedway while from Wolverhampton **Jim Airey** and **Peter Vandenberg** have both ridden successfully enough this season to make them short-listed riders.

Sheffield, the team that has the happy knack of producing brilliant youngsters, have unearthed another fine youngster in **Arnold Haley** who was reserve for England against Scotland and has reached the Semi-finals of the World Championship.

And still one can reel off the names of riders who would merit a place in any British International side. Men like **Eric Boothroyd**, **Ronnie Genz**, **Jim Lightfoot**, **Ken McKinlay** and **Jimmy Squibb**, can, between them, offer decades of speedway service and still they continue to do sterling point scoring work.

Or a man like **Colin Pratt**, who made a slow start to the season but who is now approaching something like the form that put him in the European Final last year.

On these two pages over 30 British riders have been named. Men who have that International look. So when you scan through the home side tonight, and some will disagree with the selections, remember the problems – happy problems no doubt – that faced the Selectors when they got down to choosing the line-ups.

## DON'T MISS THESE BIG DATES . . .

### POLAND

Edinburgh	July	15
West Ham	July	18
Poole	July	19
Wolverhampton	July	21
Halifax	July	22
Newcastle	July	24

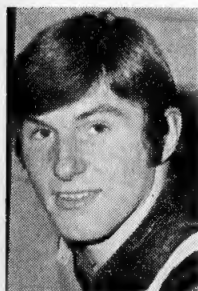
### WORLD CHAMPIONSHIP

Semi-finals:		
Sheffield	July	13
Wimbledon	July	13
British Final:		
West Ham	Aug.	15

### BRITISH LEAGUE RIDERS' CHAMPIONSHIP

BELLE VUE, MANCHESTER . . . Saturday, October 21

# *GREAT BRITAIN TONIGHT . . . .*



**Ray  
Wilson**



**Reg  
Luckhurst**



**Ivan  
Mauger**



**Eric  
Boocock**



**Nigel  
Boocock**



**Trevor  
Hedge**



**Norman  
Hunter**



**Terry  
Betts**



# All on his own . . .

## Birger won the series

by BRYAN SEERY

**T**he date is Monday July 2, 1956. The place is Wimbledon Stadium. The occasion is the Second International between England and Sweden. Or, more precisely, the last heat of the same.

It had been quite an evening. At the end of heat 6 England were 8 points clear. At the end of heat 9 this advantage had been reduced to two. Two 5-1's to England stretched the lead to 10, two 5-1's to Sweden pegged it back to two again. By the end of heat 16 Sweden were two points to the good. An English 5-1 in heat 17 swung the balance the other way.

And so we came to heat 18. England, one match down after their earlier defeat at Wembley, and two points up on this second match pinned their hopes to Alan Hunt and Dick Bradley. Sweden, needing a 5-1 to clinch the match and, with it, the rubber,



*A veteran of many Swedish International teams, OVE FUNDIN is back with us again this year, skippering Sweden in their first four matches.*

should have been represented by Ove Fundin and Kjell Carlsson. But Carlsson had been carted off to hospital after a heat 9 spill and was replaced by reserve Birger Forsberg.

The advantage from the gate went to the English pairing – and the match looked all over bar the shouting, until Fundin made a magnificent effort to catch Bradley, did, and promptly collided with him, bringing them both down. The race was stopped, Fundin was excluded from the re-run, and the shaken Bradley replaced by England reserve George White.

Now it was all over. With only one Swede left in the race England couldn't go wrong. Even if Forsberg won the race the English boys only had to finish to win the match. In fact, it would have been sufficient if only one of them had finished.

### BUT NEITHER DID!

White, pulling out with machine failure, trapped Hunt against the fence and Alan fell. George set out on a vain attempt to push home but was, of course, easily lapped by the steadily proceeding Forsberg, who was thus the only finisher. Sweden took that last heat 3-0, and the match 53-52.

And the rubber – the first-ever full International series between England and Sweden to be held in this country.

Of the 16 'Englishmen' who turned out in this inaugural series only two – Scot Ken McKinlay and Ron Mountford – are still active in British speedway, while no fewer than three – Alan Hunt, Jack Unstead and Peter Craven – have died as a result of track accidents.

On the Swedish side, their top two men over the series were Ove Fundin and Olle Nygren, both still capable of causing a h..l of a lot of bother this year.

### 1956 SERIES RESULTS

Thurs. June 28	England 49	Sweden 59	<i>at Wembley</i>
Mon. July 2	England 52	Sweden 53	<i>at Wimbledon</i>
Wed. July 4	England 66	Sweden 42	<i>at Norwich</i>



It was 1958 before the Swedes returned to meet England again, and this time the home-sters reversed the result. After a couple of hard, tight matches at Southampton and Norwich which left the rubber score at 1-1, the focus was once again turned on Wimbledon.

Only this time the sensations came not from the closeness of the battle, but from the lop-sidedness of the final score. Before this match only Fundin (at Wembley in 1956) and Rune Sormander (at Norwich in 1958) had recorded 18 point maximums in the series. But Wimbledon saw an Englishman, Peter Craven, at last get into the act.

And with Peter's 18 being supported by double figure scores from Brian Crutcher and Ron How (15 points each) and McKinlay (11), there were very poor pickings left for anyone else. Only Fundin, with 15 points, made much impression for the Swedes in their 37-71 slaughter. As in 1956, it was Fundin and Nygren who finished the series as the Swedes' top scorers.

#### 1958 SERIES RESULTS

Tues. July	1	England 59	Sweden 49	<i>at Southampton</i>
Wed. July	2	England 50	Sweden 58	<i>at Norwich</i>
Mon. July	4	England 71	Sweden 37	<i>at Wimbledon</i>

Sweden's third trip to England - in 1961 - was something of a disaster. Despite having lost the rubber to England on their previous visit, they were this time asked to face the might of Great Britain. As if this wasn't enough they had to face the matches without Nygren.

And if this still wasn't enough they had to ride the five match series within SEVEN days.

A killing schedule if ever there was one. And on his one night off from International racing during that period (ignoring the Sunday) top man Fundin had to ride a National League match! Not surprisingly our Swedish visitors were whitewashed, losing all five matches, three of them by a considerable margin.

And it's taken six seasons to persuade them to come again!

#### 1961 SERIES RESULTS

Wed. July	12	G.B. 58	Sweden 50	<i>at Norwich</i>
Thurs. July	13	G.B. 69	Sweden 39	<i>at Oxford</i>
Fri. July	14	G.B. 68	Sweden 40	<i>at Belle Vue</i>
Mon. July	17	G.B. 77	Sweden 31	<i>at Wimbledon</i>
Tues. July	18	G.B. 57	Sweden 51	<i>at Southampton</i>

But, whichever way you look at it, Sweden have come an awfully long way since that August Bank Holiday Monday morning in 1951 when they turned out at Exeter to meet England 'C' team in the first of a series of Junior Internationals. At that time they were more or less a one man team . . . Olle Nygren.

At Exeter, where his team lost 46-61, Olle scored a full maximum and broke the track record. At Wolverhampton, where the Swedes levelled the series with a 63-44 victory he didn't do quite so well. True he scored another full maximum, but he only equalled the track record. And at Poole, where he dropped his first points of the series, he broke the track record once more.

Incidentally, that final match at Poole which decided the rubber ended as a 56-52 win to England 'C' thanks to a winning ride in the final heat by 16-years-old Brian Crutcher.

And this match at Poole could well point the way to a successful recipe for 1967. When the chips were down and this deciding match of the rubber had to be won, the Selectors voted for youth (a la Crutcher) and a horses-for-course policy, including no less than six Poole riders in the England team.

Given the chance, this approach could still pay off in 1967!

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